

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPOSTS.
A Comprehensive and Complete
Record of the FAR EAST
given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1906.
Complete Edition \$10.00
Small " " " 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

No. 15,004. 號四零零千五萬一第 日二十二月四年二十三緒光 HONGKONG, TUESDAY, MAY 15TH, 1906. 二拜禮 號五十月五年六零百九千一英港香 PRICE, \$3 PER MONTH.

**"BULL DOG" BRAND
STOUT & ALE
IN SPLITS.**
**A. S. WATSON & CO.,
LIMITED.**
WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.
(131342)
GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.80 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st October, 1905. (12771)

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted to receive and deliver perishable goods.
WM. FARLANE, Manager.
Hongkong, 18th November, 1905. (147)

INSURANCES
AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
pleased to ACCEPT RISKS against FIRE
Current Rates.
REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. 311

**NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.**
TOTAL FUNDS at 31st December, 1904.
£17,161,299.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 887,500 0 9
II. FUND FUNDS... 3,001,286 12 9
The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.
Agents.
Hongkong, 30th June, 1905. (11587)

**L'UNION DE PARIS FIRE INSURANCE
COMPANY, LIMITED**

THE Undersigned, having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at current
rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. 28

"HONGKONG DAILY PRESS"
PUBLICATIONS.

DIRECTORY AND CHRONICLE
OF THE FAR EAST... \$10.00
Do. Do. Small Edition... 6.00
DIRECTORY OF PROTESTANT
MISSIONARIES IN CHINA... 0.60
JAPAN AND KOREA... 0.60
CHILDREN OF THE FAR EAST...
Social and Political Novel, by C. J.
Halcombe... 3.50
TEMPORARY MINING REGULA-
TIONS IN CHINA... 0.50
REGULATIONS FOR RAILWAY
CONSTRUCTION IN CHINA... 0.50
TRADE MARK REGULATIONS
IN CHINA... 0.25
FROM HONGKONG TO CANTON,
BY THE PEARL RIVER. "A
Book for the Globetrotter," by Capt.
C. V. LLOYD, with Maps and
Illustrations... 1.00
FROM PORTSMOUTH TO PEKING,
VIA LADYSMITH, WITH A
NAVAL BRIGADE (Cruise of
H.M.S. Terrible)... 1.00
MOUNTINGS OF NAVAL GUNS
and their Subsequent Use with the
Ladysmith Relief Column... 1.00
WARLIKE EXPLOITS OF THE
MERCHANT NAVY, by J. E.
Featherstonhaugh... 1.00
CALLED OUT: or the Ching Wang's
Daughter, an Anglo-Chinese Ro-
mance, by Chas. J. H. Halcombe... 2.00
POLITICAL OBSTACLES TO MIS-
SIONARY SUCCESS IN CHINA... 0.25
RATES OF EXCHANGE AT
HONGKONG English Mail days
1874 to 1904... 2.00
BOMBAY RATES OF EXCHANGE
AT HONGKONG, English Mail
Days 1874 to 1905... 1.00
MAIL TABLES for 1905... 0.20 & 0.30
PLAN OF VICTORIA
" KOWLOON... 0.75
" PEAK... 0.75
" NEW TERRITORY... 0.75
" CANTON... 0.50
SKETCH OF THE WEST RIVER... 0.25

CUTLER, PALMER & CO.,
WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815
BRANDY * * * * \$22.50
" * * * * 20.00
" * * * * 16.75
" * * * * 20.00
WHISKY, PALL MALL -
" JOHN WALKER & SONS' OLD HIGHLAND 12.50
" C. P. & CO.'S SPECIAL BLEND 10.50
PORT WINE, INVALIDS 20.00
" DOURO 13.75
SHERRY, AMOROSO 20.00
" LA TORRE 16.00
BENEDICTINE, D.O.M. 40.50
Per Case.

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.
HONGKONG AGENTS.

REDUCED PRICES.
FILM of PLATE F. P. CAMERAS fitted with "Rosa," "Zeiss," "Dallmeyer" and
"Goetz" Lenses, Price from \$85.00 to \$200.00.
PLATE or FILM F. P. CAMERAS, Price from \$10.00 to \$100.00.
MAGAZINE CAMERAS, Price from \$5.00 to \$40.00.
EASTMAN KODAKS, Price from \$10.00 to 75.00.
We have just landed a large consignment of Photographic Goods. We invite you to come
and inspect our new stock.
A. TACK & CO.
24, DES VŒUX ROAD, HONGKONG. 39

LANE, CRAWFORD & CO.
LADIES' DEPARTMENT.

JUST RECEIVED A NEW SHIPMENT OF
SUMMER COSTUMES
IN MUSLIN, LINEN, COTTON, ETC.
LADIES' TRIMMED HATS.
LATEST LONDON AND PARIS STYLES.

BLOUSES, UNDERSKIRTS, BOOTS AND SHOES.
LANE, CRAWFORD & CO.
Hongkong, 13rd April, 1906. 433

THE LAHMEYER ELECTRICAL CO. LD.
LONDON.
THE
FELTEN & GUILLAUME-LAHMEYER-WERKE
FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to **SIEMSEN & CO.,** SOLE AGENTS FOR CHINA. 46a

**GUINNESS'S EXTRA QUALITY
STOUT**
"HORSE HEAD" BRAND
IN
QUARTS, PINTS, AND SPLITS.
TELEPHONE No. 75

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.
Hongkong, 5th May, 1905. 1334

CHUN SENG.
No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA
DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited
Hongkong, 27th May, 1905. 4499

**MACKIE'S
WHITE HORSE CELLAR**
THE UNRIVALED SCOTCH WHISKY
\$14.00 PER DOZEN.
LANE, CRAWFORD & CO.
SOLE AGENTS.

FURNITURE
C. LAZARUS & CO., CALCUTTA.

THE BEST OF NEW IDEAS
AND
THE FINEST REPRODUCTIONS FROM OLD MODELS.
C. LAZARUS & CO., CALCUTTA.

FOR TEXTILE FABRICS,
WALL-PAPERS,
CARPETS AND FLOOR-CLOTHS.
SEND FOR PRICE LISTS.

HIRANO.
THE LEADING MINERAL WATER OF THE EAST.
THE HIRANO MINERAL WATER CO., LD. KOBE.
AGENTS: F. BLACKHEAD & CO.
Hongkong, 16th August, 1905. 1905

W. BREWER & CO.
23 & 25, QUEEN'S ROAD.
Thrilling Floor, by J. S. Fletcher... 0.70
Gambler, by Author of John Chilcote... 0.70
M.P. ... 2.00
Portraits, by Edna Phillips... 2.00
The Man with Opals, by A. Wilson Barrett... 5.50
Pilkington, by W. Cates... 5.50
First it was Ordained, by Guy Thorne... 0.60
Beauty Shop, by D. Woodroffe... 0.60
A Specimen Spinner, by Yeigh... 0.60
The Romance of the Fountain, by Hamilton... 0.60
The Coat of Many Colours... 0.60
Tongues of Gossip, by Sherwood... 0.60
Stars of Destiny, by Truscott... 0.60
The Parson's Wood, by Simpson... 0.60
The Web of the Past, by Cromartie... 0.60
The Difficult Way, by Deamer... 0.60
Love in the Lists, by Montgomery... 0.60
The Prophet of the Poor... 0.60
Imperial Naval Review and an Account
of the Visit of the British Fleet to
Japan... 0.60
Through Race Glasses, by F. E. Vincent... 0.70
What Men Like Most in Women, by Hardy... 0.70
My System, by J. P. Müller... 2.00
The Chinese at Home, by Emile Bard... 5.50
Children of Far Cathay, by C. Halcombe... 3.50
NOW READY, PART 31: A DIARY
OF THE RUSSO-JAPANESE WAR,
Completing the Set... 0.60
BOXING GLOVES, INDIAN CLUBS, DUMBBELLS,
TENNIS RACQUETS, TENNIS BALLS,
TENNIS ROLLS, CRICKET BATS, CRICKET
BALLS, &c.
PLAYING CARDS, SETS OF BRIDGES, WHIST,
PIQUET, BEZIQUE, WHIST MARKERS,
BRIDGE MARKERS.
DRAUGHTS, CHESS, DOMINOES, DICE.
[s32]

PEERLESS SCOTS WHISKIES
HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Fog" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exported, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "It comes through the Soda."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
F. BLACKHEAD & CO.
2664

JAPAN COALS.
mitsui BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE—1, SUZUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—Princo's Buildings, 104 Houns Street
OTHER BRANCHES
New York, San Francisco, Hamburg, Bombay, Singapore, Sookra, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Poot Arthur, Seoul, Chemulpo, Yokohama, Yokohama,
Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakasaka, Karatsu, Nagasaki,
Kushimoto, Saepo, Matsura Miike, Hakodate, Taipei, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Codes)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamato and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokura, Mameda, Mannoura, Onoura Otanji,
Sasahara Teitoku, Yoshinokura, Yohio, Yurukibara, and other Coals.
S. MINAMI, Manager, Hongkong.
112

CANADA ACCIDENT ASSURANCE CO.
HEAD OFFICE—MONTREAL.
THIS COMPANY issues the most Liberal and Clear Policy ever offered in the East.
IT DOUBLE BENEFITS for TRAVEL ACCIDENTS, FEVER, TYPHOID, and
SMALLPOX Covered. Policies written HERE, in any currency.
HONGKONG OFFICE:—14, Des Vœux Road Central.
GRANT & LESLIE,
General Agents for China.
GEO. GRIMBLE,
Manager, Hongkong. [777]

HONGKONG HOTEL
FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons
163-Bedrooms
Elegantly Furnished Reception Rooms
Private Bar and Billiard Rooms for Hotel
Residents
Hydraulic Lifts to each Floor
Electric Lighting and Fans
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance
CHARGES MODERATE, AND NO EXTRAS
H. HAYNES, Manager.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
Manager.
Hongkong, 24th July, 1905. (1361)

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (s.s. Hongkong), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with
these centres.
Cable Address—"BOAVISTA."
For Terms, apply
[s221] THE MANAGER

VICTORIA HOTEL.
SHAMEN-CANTON.
On the British Consession.

MACAO HOTEL.
MACAO, CHINA.
In the Centre of the Praya Grande.
Both Hotels under experienced European
Management.
Every Comfort and Convenience for Residents
and Tourists.
WM. FARMER,
Proprietor.
[s330]

CARTRIDGES.
IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.
ELEY'S, SCHULTZ'S, AMBERITE
and EYNGER'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 888. AIR GUNS and
AMMUNITION in Variety.
W. M. SCHMIDT & CO.
Hongkong, 24th November, 1902. 893

**HONGKONG HIGH-LEVEL TRAV-
WAYS COMPANY, LIMITED**
In Liquidation.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 10 minutes.
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ESTABLISHED A.D. 1841.

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No anonymously signed communications that have already appeared in other papers will be inserted.
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LONDON OFFICE: 131, FLEET STREET, E.C.

BIRTH.
On April 20th, at Shanghai, the wife of Mr. M. ZIMMERMAN, of Berlin.
DEATH.
On May 8th, at Shanghai, WALTER GOSNOLD STRAUB, aged 27 years.

The Daily Press.

HONGKONG, MAY 15TH, 1906.

It is very difficult for those who are on or near the spot, so to speak, to avoid a habit of scepticism where Chinese reforms are concerned. This is not due, we honestly believe, so much to racial prejudice or foreign arrogance, for indeed the observant foreigners have long ago acquired an enduring respect for the enlightened Chinaman who is really in earnest in his patriotism. It has been caused rather by a long series of disappointments, in which the better class Chinese must also have shared. Thus while our brethren in Europe appear to have been cock-a-whoop over the visit of the Chinese Commissioners, and to have been regarding their mission of enquiry as a sure promise of splendid performances to come, we in the East have failed to work up any such enthusiasm. We remember the bomb incidents before the departure, the political and backstairs opposition, the reluctance of the members to set forth, and the sending back en route of one member "to save expense". After all, the Commissioners are in no better case or more promising position than the man who goes to seek advice. Good advice is always forthcoming, but it is not always followed. We may be pardoned for thinking that the wonders of Europe brought to China's very doors having had so small an influence, the wonders she has sent to see can do little more. Still, there is no gainsaying that this departure was on the face of it a good sign; and it would be scepticism run mad to forget that reforms must come, and that the times appear to be ripening for them. We can but hope that

the foreigners will not have to endure another cycle of the old-fashioned Cathay. One of the subjects which appears to have greatly interested the Commissioners—we hope more than armaments did—was education. Cynics will undoubtedly

say that the present juncture is an unfortunate one for such a study in Great Britain, which is so notoriously disturbed by educational experiments of sorts. Yet if the Chinese notice how injurious it is to have one subject entangled with another, no harm can result. In China during the last two years there has been a spasmodic sort of attempt made to reform educational methods. The old-fashioned examinations have gone, and teachers of all sorts and conditions have been enlisted. People in Europe, however, are likely to be misled in this matter also, if they have nothing to go by but such communications as the following, from the *Morning Post*:

"Except for a few instances of disorder all over the country temples have been turned into schools with surprising alacrity. Often with malicious glee, superstitious enemies have been torn down and idols destroyed. At Canton, for instance, an image of the pitiful god of the old learning was burned before a large crowd. Even the old scholars, the 'literati,' the strongest conservative force in China, have caught the infection, and students of 30 and 40 years of age are found patiently starting their education again. The new schools are eagerly attended, and everywhere there is a demand for more schools and for teachers with Western knowledge. Chinese gentry are forming societies to secure capable instructors; students are being sent to Japan at their family's expense; girls' schools are being started by private enterprise, and there are 150 girls studying in Tokyo. There is a dangerous tendency in China at present to rush education, and much of the teaching is of the poorest quality, but the desire to learn is very impressive."

That is not a paragraph to be described as untruthful, but it conveys a wrong impression all the same. We have to understand who felt "malicious glee", who ordered the appropriation of the temples, and why; and we have to know the ill repute in which an idle and degenerate priesthood has been held by the people. Then also should be taken into account the motives inspiring this rush after foreign learning; and the points of view of the different classes undergoing a change. One really hopeful feature of the Commission now travelling is that its members are drawn from the ruling class. In China particularly there is "room at the top" for enlightenment and a change of ideals; and it may be that the return of such influential students may herald a wholesome change of mind on the part of the Dowager Empress. It seems certain that but for her the reforms would be much further advanced than they are.

Two boys, who went to bathe in the catch water reservoir in the Shektsui nallah on Sunday afternoon, were drowned.

Notwithstanding the warm weather another large assembly gathered in the Theatre last night to enjoy being mystified by Thurston.

The funeral of Constable Williams took place last evening. The coffin was covered with floral tributes and practically the whole body of European police followed the hearse.

The *Foochow Echo* deplores the departure from that port of Mr. and Mrs. Mielis, and Mr. Wallace, all of whom were distinguished members of Foochow society.

Mr. George Curry, local secretary of the Hongkong and China Gas Co., Ltd., asks us to state that he was not the gentleman reported as being present at the Electric Lighting Co.'s meeting.

The students of the local branch of the Sanitary Institute visit the Brick, Tile and Pipe Works, at Deep Water Bay, next Saturday afternoon by permission of Messrs. Shewan Tomes & Co.

The plague return for the week ending May 12th was 26 cases, 89 deaths. In the next 48 hours there were 18 cases, 17 deaths. Total to date, 419 cases, 395 deaths. During the week there were eight cases of smallpox, all Chinese.

The return of visitors to the City Hall Library and Museum for the week ending the 13th May, 1906, shows that of non-Chinese there were 292 to the Library and 105 to the Museum; and of Chinese 140 to the former and 3,251 to the latter. The Library was, therefore, used by 432 persons, and the Museum by 3,456.

At a public meeting at the Victoria University, Toronto, on April 9th, a resolution was passed, calling on the Imperial Government to put down the opium traffic in China, in the interests of missionary work and the commerce of the Empire. Copies of the resolution are being forwarded to the King and the Prime Minister.

The report of the State Fire Insurance Company, Ltd. (for which Messrs. W. G. Humphreys and Co. are the Hongkong agents), discloses a satisfactory year's working. On the credit side appears a total of £172,612, including £148,650 premiums, while the figures on the other side reach £130,126, leaving a credit balance of £42,486. An interim dividend of three per cent. was paid in October last and the directors recommend a final dividend at the rate of four and a half per cent., making seven and a half for the year.

As a result of China's adhesion to the Tibetan Convention the proposal to organize Tibet into a province of the Empire has been dropped.

The political outbreak which followed the disaster in the north of France reveals according to a telegram to the *Echo de Chine* a powerful anarchist organisation.

A telegram to the *Echo de Chine* announces that several corporations continue their demands for an eight-hour working day, but the strike movement in Paris and in the country is subsiding.

The death announced in our ordinary column today, of a young man named Stroud, at Shanghai, was a case of suicide. It appears that he shot himself as a result of financial embarrassments.

The directors of the China Mutual Steam Navigation Company recommend dividends of 5 per cent. on the ordinary and the ordinary B shares for 1905, leaving a balance of £12,052 to carry forward.

Israel's Messenger says: "The passion for the conversion of Jews to Christianity is a vice, that like the use of stimulants or narcotics it gradually destroys the moral sense of those who are addicted to it."

Messrs. E. S. Kadoorie and Co. inform us that they are in receipt of telegraphic advice from Shanghai informing them that Matchless Ltd. Boshon-Lanhow-exploitation in Laught, Limited, have declared a second interim dividend of 7½ per share.

The new Imperial and Prussian Three-and-a-half per Cent. loan was opened for subscription on April 11th. Although the state of the money market prevented the demand from being so great as that for the last loan, the result is stated to have been very satisfactory, and it is believed that the amount of the loans has been already fully covered.

M. Spitzgaard, the Belgian Chinese Mandarin, who for some months has been in Belgium, having completed his mission, is leaving for China. He is accompanied by two engineers, one an expert in manufacture and the other for prospecting in the Kansu province, which is reported to be extremely rich in mineral deposits.

On the conclusion of the formal business at the Algiers conference there was an amusing incident, a general rush being made by the delegates to secure souvenirs. Blocks of scribbling paper, blotting-pads, instantaneos, pens, and other articles were snatched up, and the tables were swept absolutely bare.

The inauguration of the Chapel of the Most Distinguished Order of St. Michael and St. George will take place on the 12th June. His Majesty the King will be present at the ceremony, which will be a State one, and the whole of St. Paul's Cathedral will be reserved. All members of the Order will be admitted, and each member may introduce two ladies.

A stern-wheel paddle-boat which Messrs. Thornycroft have built at Chiswick is to be sent to Tierra del Fuego for the purpose of carrying the golden sand brought up by a dredger now at work in that region. Gold, it is said, has been found in great quantities. Those interested declare that within twelve months Tierra del Fuego will be world-famous as a gold-producing centre.

A remarkable innovation was to be made by the Church of England on Good Friday. Religious services, assisted in some cases by choirs and orchestras, but conducted on purely Church of England lines, were to be held at four London theatres, the Garrick, the Oxford, the Empire at Shepherd's Bush, and the Granville at Waltham Green. The last three are music-halls.

By kind permission of Lieut.-Col. Aitken and Officers 119th Infantry, the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 5 p.m.:

March—"Return of the Troops," Edberg Overture—"Elfin E. Claudio," Mendelssohn Waltz—"La Gitana," Buerli's Selection—"Doris," Collier Song—"The Holy City," Adams Spring Serenade—"Among the Flowers."

The Directors of the Weihsai Gold Mining Co., Ltd., received a telegram from the manager giving the result of the second clean-up at Weihsai, covering a period of 25 days only, which shows a result almost identical with the first month's working. 1,745 tons were crushed yielding 133 ounces, valued at about \$3,500, Mex. Also 90 tons of concentrates, valued at about \$15,000 Mex. The cost of running the mine for the full month was about \$13,000 Mex. The expenses are practically the same as last month. The total for the two months in rough figures based on the above calculations would be as follows:—Value in bullion and concentrates slightly over \$40,000; expenses about \$26,000 Mex.

Reports have been made of disturbances in Southern Honan and Western Shantung caused by the Big Knife Society, which is a sort of relic of the Boxer movement. Nominally the hostility of the rioters is directed against the new educational scheme and the Roman Catholic Christians, but in practice it takes the form of the pillaging of towns. The land in Honan are said to number 12,000, and they carry banners inscribed "Down with the Manchu Dynasty!" Many towns are rebuilding their ancient walls for protection. The scene of the disturbances in Honan is close to the Hankow-Peking Railway, and travellers on that line can hear the sounds of firing. Troops have been sent from Hankow and are expected to quell the disturbances.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

DEATH OF LORD CURRIE.

LONDON, May 14th.

Lord Currie is dead.
[Baron Currie, who was born in 1834, was the son of Mr. Blakes Currie, M.P. for Northampton. He held several appointments in the diplomatic service, and became private secretary to Lord Salisbury in 1878, a post which he held for two years. He was afterwards associated with various important missions and embassies. In 1881 he was assistant Under Secretary for Foreign Affairs in 1885, was made a K.C.B., and in 1889 became Permanent Under Secretary of State for Foreign Affairs. He received a baronetcy in 1892 and was created a Baron in 1899.]

THE NATAL RISING.

LONDON, May 14th.

The rebel chief Bambatta is being surrounded and fighting continues in several directions.

TURKEY SUBMITS.

LONDON, May 14th.

The Turkish troops have withdrawn from Tabah, but the British fleet remains.

INTER-CAPITAL AMENITIES.

LONDON, May 14th.

The German Municipal Councilors have arrived in London.

RUSSIA'S NEW PARLIAMENT.

LONDON, May 14th.

The Duma in an address to the Throne insists on a full amnesty.

PRINCESS-FREDERICK DEAD.

LONDON, May 14th.

Princess Frederick Charles of Hesse is dead.

[The Princess (Margaret Beatrice) was a daughter of the late Empress Frederick, who died in 1901, and was a sister of the Emperor of Germany. She was born in 1872.]

[REUTERS'S SERVICE.]

GREAT BRITAIN AND TURKEY.

LONDON, May 12th.

Admiral Lambton, with the *Thetis*, *Porosus*, and *Minerva* is at Port Said, awaiting orders. The ultimatum expires at midnight on Sunday and the fleet will take action immediately after.

It is understood that there are grounds for hoping the dispute is on the eve of a settlement.

[N.C. Daily News Service.]

RUSSIA AND TIBET.

Peking, May 9th.

H.E. Hu Wei-to, Minister at St. Petersburg, has telegraphed that Russia is preparing to send some fifty students of Lamasism to Lhasa, following the Dalai Lama, who is expected shortly to start on the return journey to Tibet. The Minister thinks there is some political motive at present undisclosed.

THE NANCHANG MASSACRE.

Peking, May 9th.

As has been reported the negotiation of the Nanchang affair was concluded once, but there has been so much opposition to the arrangement from influential officials that the signature was put off for a time and the matter has been again referred to the War Office for another discussion with the French Minister.

The report of the chief registrar of friendly societies on the number of registered trade unions at the close of the year 1904, shows that there remained upon the register 749 trade unions. Of these 646 furnished returns, showing that the total membership for Great Britain and Ireland was 1,444,461 persons, while their income amounted to £2,495,838, and their expenditure to £2,351,799, the balance of funds at the end of the year being £5,385,924.

An interesting mission of exploration in Central Asia is being undertaken under the auspices of the French Geographical Society. The object is to excavate the ruins of the country beyond Tibet, with a view to laying bare the traces and evidences which can throw light upon the ancient civilisation which once flourished there. This mission has been entrusted to a comparatively young man. His name is M. Pelicot, and he is professor of Chinese at Hanoi. During the Boxer outbreak of 1900 M. Pelicot was in Peking, and went through the siege of the Legations, distinguishing himself by several acts of valour.

The *Singapore Free Press* says: Dr. W. J. Simpson, Professor of Hygiene in King's College, London, has sailed for Singapore having been appointed by the Colonial Office, acting on behalf of the Government of the Straits Settlements, to serve on a commission to inquire into and report on the sanitary condition of Singapore. Dr. Simpson's former experience in Calcutta, and his recent special mission to Hongkong in connection with the plague investigations, mark him out as about the best authority available for his present important duty.

FOUNDERING OF THE S.S. "CHUKONG."

A Marine Court was held at the Harbour Office yesterday to inquire into the circumstances connected with the foundering of the s.s. *Chukong* (Captain Bright) at Breaker Point on April 28th. The Court was composed of Hon. Captain L. A. W. Barnes-Lawrence, R.N. (president), Lieut. C. K. McCallum, R.N., H. M. S. *Tamar*, Captain W. Dawson, master of the British steamer *Tarapur*, Captain P. M. Brooke Lake, master of the British steamer *Laisang*, and Captain W. E. Farmer, master of the British steamer *Powhatan*.

The Governor's warrant constituting the Court was read by the President, also a letter from the Wing On S.S. Co., owners of the s.s. *Chukong*, with regard to the wreck.

P. Rodrigues was the first witness. He said he was first on duty in Harbour Office, and signed the last clearance of the s.s. *Chukong*, of which he produced the counterfoil.

Bertram Rutter, chief engineer of the s.s. *Chukong*, said that vessel left Hongkong on April 26th about 6.30 p.m. They had fine weather and a smooth sea until 5.30 p.m. the next evening, when they experienced a strong north-east wind off Swatow, which brought up a fairly heavy sea. At 8.30 p.m. the engines were slowed down; about that time the Captain went to witness' room and told him that he intended to go slow till the morning. The ship was pitching and rolling a great deal, but it did not strike him as being out of the way. He could not say whether it was unusual for the vessel, as it was his first trip in her.

He went to bed about 8 p.m. and was called about 5 a.m. on the following morning by the Chief Officer, who said they were in danger. When witness got up he noticed the vessel had rather a heavy list to port. He ran down to the engine-room and found everything all right; the telegraph of the port engine was at full astern, and that of the starboard engine full speed ahead. Witness then went up to the bridge, and the Captain told him they were in the trough of the sea, broadside on, and he wanted to get her head round and run before it. They tried to run under these conditions until 5.30 a.m., but could not get any weigh on the ship. All the time her list to port was increasing, until finally they could not work the starboard engine, as the injection was out of water, and they could not get any water through the condenser. Witness then went and reported to the Captain that they could not do any more in the engine-room, and sent all the men on deck. The list to port then gradually increased until the vessel turned over at about 5.45 a.m. Just previous to the vessel turning over, the boatswain launched the lifeboat; witness did not see it launched, and did not know it was launched at the time. All the Europeans were on the bridge when the vessel took her final list. They were fully dressed, but did not have any lifeboats. He saw some of the Chinese with belts on, but was unable to get any. They all endeavoured to get on for Mrs. Service. There was supposed to be one in his cabin, but he could not get into it. When the ship was level with the water witness jumped off the side. After a few minutes in the water he was picked up by the lifeboat. By the time he was able to look round they were some distance from the ship, and it was useless trying to get back on account of the heavy sea. They wished to get back with the object of picking up any survivors. They landed at Breaker Point between 12.30 and 1 p.m., and the Consul at Swatow took them in charge. Besides witness, there were eleven Chinese in the lifeboat. Two other men were picked up by a German steamer; they escaped from the ship on a light raft; one was the second engineer and the other a fireman, who arrived in Hongkong by the s.s. *Hainan* six days after the *Chukong* foundered.

By the President—From this time you turned in till the time you turned out again at 5 a.m., who was in charge of the engine room?—The second engineer from eight till twelve, the third engineer from twelve till four; then I should have been called, but I think the third called the second instead. I asked the second why I wasn't called and he said he forgot, or something like that.

With regard to the pumping arrangements, were these all right?—I consider they were satisfactory.

When you went down to the engine-room at five o'clock, was there any water there?—No. There was none below the 'tween decks. Between 5 and 5.30 a.m. the captain informed me that there was only three inches of water in the main hold.

Did you observe this water on the 'tween decks?—I did later on, because it came into the engine-room.

When you went to look at the 'tween decks, what did you see?—I noticed water coming into the engine-room, and through the port bunker into the stokehole. The water entered the engine-room through the door from the main deck, which I closed.

Continuing, witness said he went and looked at the main deck, on which there was from three to four feet of water. The chief officer had informed the Captain of this fact. Witness knew of no means by which this water could be freed from the deck. There were cargo ports on the vessel about five feet square, but he did not know how they were secured. There were two hatchways on the deck; one forward and one aft. The ship's cargo consisted of 1,217 bags of rice, and there was about 25 tons of coal in the after hold. He did not see the cargo in the hold, but did not think it would shift with the heavy list of the vessel. The water may have got on the main deck through something going wrong with the ports. Had the vessel been on an even keel, it could have been run out through the scupperns.

By Captain Dawson—The speed of the engines was altered during the time witness

was in the engine-room. He noticed the crew trying to get an awning up to bring the vessel's nose round. When the *Chukong* was loaded, her scupperns would be three or four feet above the water.

By Captain Lake—The vessel did not appear to be shipping heavy seas. No oil bags were used on the water.

Kam Wing, carpenter of the *Chukong*, said it was his duty to see that the hatchways and ports were properly closed when the vessel went to sea. There were two ports on each side of the ship, which were secured by iron covers. The water got on to the main deck through these covers not being closed properly. He did not tell anybody before the steamer left that he was unable to close them. Witness did not see any water coming through the ports; he thought it got on the deck through the ash shoots, which were not secured at all, as he could not find any covers for them. In securing the ports witness did not use any white lead or tallow to make them fit properly. He had been carpenter of a ship for about eight months prior to his appointment on the *Chukong*.

After tiffin the boatswain of the *Chukong* was called. Kam Yuk stated that he was on deck about half an hour before the ship went down. On the evening before the wreck, when he went to bed there was a light wind blowing; when he awoke at five o'clock on the following morning the wind was blowing strongly, and the sea was rough. When he appeared on deck in the morning he got the sampans (lifeboats) ready, as he saw there was danger. When the vessel took a list to port one of the lifeboats floated in the water, while one was broken. He put the plugs in the lifeboats when he got them ready. On the night before the wreck, witness furlled the ship's awning. When the vessel was foundering he was told by the Chief Officer to spread out an awning on the starboard side.

By Captain Dawson—When witness appeared on deck at five o'clock in the morning, the ship was only heeling over a little.

By Captain Lake—He did not know the ship's draft when she left Hongkong.

By the President—There was water on the lower deck when he went on the upper deck in the morning. This water got in through the ash shoots, which were not secured. Witness told the crew to remove the water with buckets.

The secretary of the Wing On Steamship Co. said the *Chukong* was bought a few years ago to run between the West River and Hongkong. When she left Hongkong for Amoy on her last trip she was chartered for six months to run between Amoy and Chinkiang. Only the captain and the second engineer had been in the ship before; the remainder of the crew were all new hands. The vessel was insured with the Union Commercial Insurance Co. for \$60,000 a few days before she left on the voyage. The cargo was also insured for \$7,500, the insurance taken out being an ordinary risk.

By Lieut. McCallum—The Captain of the *Chukong* attended to the special fittings of the vessel for the voyage to Amoy.

Chow Tim, second engineer of the *Chukong*, said he had been in that vessel for 22 months. The ash shoot on the starboard side of the main deck was moveable, but the one on the port side was a fixture, and there was no proper cover for it to prevent the water entering the deck.

The President read the finding of the Court which was that the British ship *Chukong*, official number 109,805, of Hongkong, of which William Bright was master, the number of whose certificate was 622,623, left Hongkong about 6.30 p.m. on April 26th, bound for Amoy. She carried a crew of 29 all told, 44 tons of bunker coal and a cargo of 150 tons of rice. The *Chukong* was a steel vessel of 286 register tons. She was built in 1899 at Nagasaki, Japan, and had two decks and four bulkheads. Her engines were inverted triple expansion, two in number, and she had one steel boiler. It appeared from the evidence before this Court that the *Chukong* when off Swatow on the evening of April 27th experienced a strong north-easterly monsoon, with a rising sea, which necessitated at about 8.30 p.m. the slowing down of the engines. The force of the wind and sea increased to such an extent that by 5 a.m. on the following morning the amount of water shipped caused a considerable list to port. As this list increased, the starboard propeller ceased to such an extent that it was practically useless, and the port propeller not having sufficient power to control her movements, the vessel became unmanageable, and at about 5.45 a.m. on April 28th foundered. The only boat able to be used was one on the port quarter, and by its means and that of a raft—one of four carried—fourteen of the crew were saved, all Chinese with the exception of the Chief Engineer, Mr. Rutter. After carefully considering the evidence the Court finds difficulty in forming an opinion as to the exact cause of the casualty, but it appears fairly conclusive that water found its way between decks, due to insufficient protection from the heavy beam seas experienced, and that this fact combined with a possible shifting of the cargo, affected the ship's stability and would account for her loss.

BRITISH-TRADE BETTER THAN REPORTED.

An interesting White paper issued by the Board of Trade shows that the growth in the value of British trade during the last five years has been much greater than the published figures indicate. This is due, says a contemporary, to the fact that the price of articles differs in various years. Worked out in relation to average values in 1900, both imports and British and Irish exports have increased yearly in value. The increase in the imports is from 523 to 572 millions, instead of from 523 to 565 millions sterling, and the increase in British and Irish exports from 291 to 359 millions, instead of from 291 to 330 millions. When the effect of price variations is eliminated, imports are seen to have increased in volume by 8 per cent. in five years, and the British and Irish exports by 23 per cent. The declared values in the same time have increased by 8 per cent. in the case of the imports and by 13 per cent. in the case of the British and Irish exports.

NOTICE
Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.
Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

PUBLIC AUCTION.
THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zetland Street, On THURSDAY, the 17th May, 1906, at 2.30 P.M., A Lot of
HOUSEHOLD FURNITURE, comprising—
DOUBLE and SINGLE BEDSTEADS, WARDROBES, OVERMANTLES, WASHSTANDS, DRESSING TABLES, CROCKERY and GLASS-WARE, SITTING ROOM SUITE, ARMCHAIRS, TABLES, WRITING DESKS, SIDEBOARDS, HATSTAND, BLACKWOOD CABINET and CHAIRS, FILTER, ICE BOXES, RICKSHA, &c., &c.
Also
Two GRAMOPHONES with RECORDS, and TYPEWRITING MACHINE.
Terms—As usual.
F. KIENE, Auctioneer.
Hongkong, 15th May, 1906. [1072]

PUBLIC AUCTION.
THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zetland Street, On SATURDAY, the 19th May, 1906, at 2.30 P.M., RARE OLD PEKIN CURIOS. On View from Friday, 18th May. Catalogues will be issued.
Terms—As usual.
F. KIENE, Auctioneer.
Hongkong, 15th May, 1906. [1073]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship
"CATHERINE APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the 16th instant will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance has been effected.
DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 14th May, 1906. [1071]

NOTICE.
CONSIGNEES of Cargo from London, via S.S. "Catherine APCAR," from Hongkong, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unloaded after Monday, the 15th May, at Noon, will be subject to rent and landing charges.
All claims must be sent in to us on or before 21st May, or they will not be recognised.
All damaged packages will be examined on Monday, the 21st May, at 8 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 14th May, 1906. [3]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT is now ready and contains—
Epitome of the Week's News.
Leading Articles—
Chinese Economic Problems.
The China Association on Report.
Manchuria.
An Interesting Discovery.
China's Corrupt Administration.
China, Tibet, and Great Britain.
Forthcoming Chinese "Surprise."
Hongkong Jottings.
Union Church, Hongkong.
Supreme Court.
Alleged Murder at Wanchai.
Local Administration to be Investigated.
Resumption of Insanitary Property.
The Benner's Case.
Canton.
Coolies for South Africa.
The Harbour Master's Report.
Kiaochow Trade Report.
China Trade Returns.
The Whampoa Deep-Water Port Scheme.
Hongkong Sanitary Board.
Tragic Death of a Foreign Policeman.
The Health of the Colony.
Indebted Labour Close to Slavery.
Local Administration.
Placing Bodies in the Street.
Hongkong Revenue and Expenditure.
Company Meetings—
Hongkong Electric Co., Ltd.
A. S. Watson & Co., Ltd.
The Hongkong Housing Question.
Correspondence.
Foreign Trade of Newchwang in 1905.
Earthquakes in Fukien.
Foreign Trade Competition at Shanghai.
Hongkong Gymkhana Club.
Shanghai Races.
Commercial.
Shipping.
Extra copies 30 cents each. Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 Cash for three copies.
Subscription: \$12 per Annum, payable in advance; postage 32.
Hongkong, 15th May, 1906.

NEW ADVERTISEMENT

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"CATHERINE APCAR,"
Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 22nd inst., at Noon.
For Freight or Passage, apply to
"DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 14th May, 1906. [1071]

NOTICE.
TAKE NOTICE that from and after This Date, all Receipts for Payments for Goods obtained from the Undersigned Firm must be signed by Mr. H. T. CHUNYU, Manager, only on behalf of this Firm until further notice.
Dated this 11th day of May, 1906.
WING SUN & COMPANY, Tailors and Outfitters.
1056 No. 54, Queen's Road Central.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.
AN INTERIM DIVIDEND of 1/- per Share free of tax for account of the Twelve months ending last 31st January, has been declared by the Directors of the above Company. Coupon No. 6 is payable immediately by the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, and the RUSSO-CHINESE BANK, at Tientsin and Shanghai.
SHEWAN, TOMES & Co., Agents.
Hongkong, 1st May, 1906. [1069]

AUCTIONS
PUBLIC AUCTION.
THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zetland Street, On TUESDAY, the 15th May, 1906, at 11 A.M., FLOWER BULBS, a quantity of JUGS, TEA SETS, WATER BOTTLES, MUSLIN, WHISKY, *** BRANDY and a Lot of Miscellaneous Goods.
Terms—As usual.
F. KIENE, Auctioneer.
Hongkong, 11th May, 1906. [1059]

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction, On TUESDAY, the 15th May, 1906, at 2.30 P.M., at his Sales Rooms, Queen's Road, a Lot of
HANDSOME HOUSEHOLD FURNITURE, OVERMANTLES, PICTURES, CROCKERY, GLASS and PLATED WARE.
One COTTAGE PIANO in Good Condition, ELECTRIC FAN, Set of TELEPHONES, COOKING RANGE, &c., &c., &c.
Terms—As usual.
V. I. REMEDIOS, Auctioneer.
Hongkong, 14th May, 1906. [1069]

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction, On THURSDAY, the 14th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, COMPLETE CEMENT FACTORY, originally intended to be put up at the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Citizen Anatoly Chlupachewitch Tetjakow, of Saigijewo.
The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of:
LOCOMOTIVES (Wald, Magdeburg).
MILLING MACHINES (Smid, Copenhagen).
COOLING INSTALLATIONS (Atlas Fabr.).
ELECTRICAL (Alig, Elec. Comp.).
TRUCKS, &c., &c., (Oronsheim & Koppel), &c., &c.
All in all the whole plant is very nearly the same as the Factory at Jakobsdorf, near Malmo, in Sweden.
Specifications of the Machines and Accessories as well as any further information may be obtained from
SIEMSEN & Co., Hamburg & Hongkong, and LAWYER SUBNOFF, in St. Petersburg.
4 Little Horse No. 5, as well as from the Auctioneers, Messrs. HUGHES & HUGHES, Hongkong, 1st May, 1906. [997]

FOR SALE.
THE TWO MOTOR BOATS "XPONG" and "RON BON," now doing ferry work from Blake Pier; good investment for Energetic Man. For particulars and prices, apply to—
"X. Y. Z." Care of "Daily Press" Office.
Hongkong, 12th May, 1906. [1064]

FOR SALE OR TO LET.
AT THE PEAK.
A SIX-ROOMED HOUSE, with Drying, Dressing, and Bath-rooms; distant thirteen minutes by chair from the Tram; fitted with superior bath and with hot and cold water; large Kitchen; Laundry and Servants' Quarters.
A FIVE-ROOMED HOUSE, with Drying, Dressing, and Bath-rooms; distant thirteen minutes by chair from the Tram; Kitchen and Servants' Quarters.
For Particulars and Terms, apply to—
SHEWAN, TOMES & Co., Agents.
Hongkong, 9th May, 1906. [1012]

FOR SALE, OR TO LET.
THE WANCHAI PROPERTY OF GEO. FENWICK & Co., Ltd., Engineers and Shipbuilders: comprising portions of Marine Lots Nos. 31 and 32; approximate area 48,000 sq. feet.
Or, a portion of Marine Lot at North Point, 20 feet depth of water at Wharf; suitable for godowns, &c.
For further particulars apply to the Company.
Hongkong, 25th April, 1906. [105]

WANTED

WANTED.
CLERK Wanted, Quick Writer and able to Correspond.
Apply to—
ROBINSON PIANO Co., Hongkong, 14th May, 1906. [1047]

DOCTOR WANTED.
TO act as SURGEON on an Emigrant Steamer.
For particulars, apply to
G. DE CHAMPEAUX, Agent Messageries Maritimes Co., Hongkong, 9th May, 1906. [1041]

VACANCY.
APPLICATIONS are invited for the appointment of a FEMALE PROBATIONER NURSE, which will be vacant on the 1st of June next, in the Medical Department of Hongkong.
Applicants must be of British Parentage and not under Twenty years of age.
Applications in the Handwriting of the applicants, with Certificates of Character, etc., should be forwarded to the PRINCIPAL CIVIL MEDICAL OFFICER, at the Civil Hospital, not later than Noon of the 25th instant.
Salary, etc., \$480, rising by annual increments of \$60 to \$600, with uniform, attendance, free furnished quarters and an allowance of \$84 per annum for fuel and light.
Full Particulars may be had on application.
By Order,
FRANCIS CLARK, Principal Civil Medical Officer, Medical Department, Hongkong, 12th May, 1906. [1066]

SHANGHAI MUNICIPAL NOTIFICATION.
VICTORIA NURSING HOME.
THERE are VACANCIES for TWO PROBATIONERS at the Home, who will be required to devote themselves, during a period of training of three years, to the attainment of a knowledge of NURSING.
Particulars may be obtained from, and applications should be made in writing to, the HEALTH OFFICER, 1, Hosau Road, Shanghai.
By Order,
W. E. LEVISON, Secretary, Council Room, Shanghai, 1st May, 1906. [1033]

STAMPS.
WANTED for CASH or EXCHANGE, KING'S HEAD STAMPS of various denominations, including 1/-, 2/-, 3/-, 4/-, 5/-, 6/-, 7/-, 8/-, 9/-, 10/-, 11/-, 12/-, 13/-, 14/-, 15/-, 16/-, 17/-, 18/-, 19/-, 20/-, 21/-, 22/-, 23/-, 24/-, 25/-, 26/-, 27/-, 28/-, 29/-, 30/-, 31/-, 32/-, 33/-, 34/-, 35/-, 36/-, 37/-, 38/-, 39/-, 40/-, 41/-, 42/-, 43/-, 44/-, 45/-, 46/-, 47/-, 48/-, 49/-, 50/-, 51/-, 52/-, 53/-, 54/-, 55/-, 56/-, 57/-, 58/-, 59/-, 60/-, 61/-, 62/-, 63/-, 64/-, 65/-, 66/-, 67/-, 68/-, 69/-, 70/-, 71/-, 72/-, 73/-, 74/-, 75/-, 76/-, 77/-, 78/-, 79/-, 80/-, 81/-, 82/-, 83/-, 84/-, 85/-, 86/-, 87/-, 88/-, 89/-, 90/-, 91/-, 92/-, 93/-, 94/-, 95/-, 96/-, 97/-, 98/-, 99/-, 100/-, 101/-, 102/-, 103/-, 104/-, 105/-, 106/-, 107/-, 108/-, 109/-, 110/-, 111/-, 112/-, 113/-, 114/-, 115/-, 116/-, 117/-, 118/-, 119/-, 120/-, 121/-, 122/-, 123/-, 124/-, 125/-, 126/-, 127/-, 128/-, 129/-, 130/-, 131/-, 132/-, 133/-, 134/-, 135/-, 136/-, 137/-, 138/-, 139/-, 140/-, 141/-, 142/-, 143/-, 144/-, 145/-, 146/-, 147/-, 148/-, 149/-, 150/-, 151/-, 152/-, 153/-, 154/-, 155/-, 156/-, 157/-, 158/-, 159/-, 160/-, 161/-, 162/-, 163/-, 164/-, 165/-, 166/-, 167/-, 168/-, 169/-, 170/-, 171/-, 172/-, 173/-, 174/-, 175/-, 176/-, 177/-, 178/-, 179/-, 180/-, 181/-, 182/-, 183/-, 184/-, 185/-, 186/-, 187/-, 188/-, 189/-, 190/-, 191/-, 192/-, 193/-, 194/-, 195/-, 196/-, 197/-, 198/-, 199/-, 200/-, 201/-, 202/-, 203/-, 204/-, 205/-, 206/-, 207/-, 208/-, 209/-, 210/-, 211/-, 212/-, 213/-, 214/-, 215/-, 216/-, 217/-, 218/-, 219/-, 220/-, 221/-, 222/-, 223/-, 224/-, 225/-, 226/-, 227/-, 228/-, 229/-, 230/-, 231/-, 232/-, 233/-, 234/-, 235/-, 236/-, 237/-, 238/-, 239/-, 240/-, 241/-, 242/-, 243/-, 244/-, 245/-, 246/-, 247/-, 248/-, 249/-, 250/-, 251/-, 252/-, 253/-, 254/-, 255/-, 256/-, 257/-, 258/-, 259/-, 260/-, 261/-, 262/-, 263/-, 264/-, 265/-, 266/-, 267/-, 268/-, 269/-, 270/-, 271/-, 272/-, 273/-, 274/-, 275/-, 276/-, 277/-, 278/-, 279/-, 280/-, 281/-, 282/-, 283/-, 284/-, 285/-, 286/-, 287/-, 288/-, 289/-, 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719/-, 720/-, 721/-, 722/-, 723/-, 724/-, 725/-, 726/-, 727/-, 728/-, 729/-, 730/-, 731/-, 732/-, 733/-, 734/-, 735/-, 736/-, 737/-, 738/-, 739/-, 740/-, 741/-, 742/-, 743/-, 744/-, 745/-, 746/-, 747/-, 748/-, 749/-, 750/-, 751/-, 752/-, 753/-, 754/-, 755/-, 756/-, 757/-, 758/-, 759/-, 760/-, 761/-, 762/-, 763/-, 764/-, 765/-, 766/-, 767/-, 768/-, 769/-, 770/-, 771/-, 772/-, 773/-, 774/-, 775/-, 776/-, 777/-, 778/-, 779/-, 780/-, 781/-, 782/-, 783/-, 784/-, 785/-, 786/-, 787/-, 788/-, 789/-, 790/-, 791/-, 792/-, 793/-, 794/-, 795/-, 796/-, 797/-, 798/-, 799/-, 800/-, 801/-, 802/-, 803/-, 804/-, 805/-, 806/-, 807/-, 808/-, 809/-, 810/-, 811/-, 812/-, 813/-, 814/-, 815/-, 816/-, 817/-, 818/-, 819/-, 820/-, 821/-, 822/-, 823/-, 824/-, 825/-, 826/-, 827/-, 828/-, 829/-, 830/-, 831/-, 832/-, 833/-, 834/-, 835/-, 836/-, 837/-, 838/-, 839/-, 840/-, 841/-, 842/-, 843/-, 844/-, 845/-, 846/-, 847/-, 848/-, 849/-, 850/-, 851/-, 852/-, 853/-, 854/-, 855/-, 856/-, 857/-, 858/-, 859/-, 860/-, 861/-, 862/-, 863/-, 864/-, 865/-, 866/-, 867/-, 868/-, 869/-, 870/-, 871/-, 872/-, 873/-, 874/-, 875/-, 876/-, 877/-, 878/-, 879/-, 880/-, 881/-, 882/-, 883/-, 884/-, 885/-, 886/-, 887/-, 888/-, 889/-, 890/-, 891/-, 892/-, 893/-, 894/-, 895/-, 896/-, 897/-, 898/-, 899/-, 900/-, 901/-, 902/-, 903/-, 904/-, 905/-, 906/-, 907/-, 908/-, 909/-, 910/-, 911/-, 912/-, 913/-, 914/-, 915/-, 916/-, 917/-, 918/-, 919/-, 920/-, 921/-, 922/-, 923/-, 924/-, 925/-, 926/-, 927/-, 928/-, 929/-, 930/-, 931/-, 932/-, 933/-, 934/-, 935/-, 936/-, 937/-, 938/-, 939/-, 940/-, 941/-, 942/-, 943/-, 944/-, 945/-, 946/-, 947/-, 948/-, 949/-, 950/-, 951/-, 952/-, 953/-, 954/-, 955/-, 956/-, 957/-, 958/-, 959/-, 960/-, 961/-, 962/-, 963/-, 964/-, 965/-, 966/-, 967/-, 968/-, 969/-, 970/-, 971/-, 972/-, 973/-, 974/-, 975/-, 976/-, 977/-, 978/-, 979/-, 980/-, 981/-, 982/-, 983/-, 984/-, 985/-, 986/-, 987/-, 988/-, 989/-, 990/-, 991/-, 992/-, 993/-, 994/-, 995/-, 996/-, 997/-, 998/-, 999/-, 1000/-, 1001/-, 1002/-, 1003/-, 1004/-, 1005/-, 1006/-, 1007/-, 1008/-, 1009/-, 1010/-, 1011/-, 1012/-, 1013/-, 1014/-, 1015/-, 1016/-, 1017/-, 1018/-, 1019/-, 1020/-, 1021/-, 1022/-, 1023/-, 1024/-, 1025/-, 1026/-, 1027/-, 1028/-, 1029/-, 1030/-, 1031/-, 1032/-, 1033/-, 1034/-, 1035/-, 1036/-, 1037/-, 1038/-, 1039/-, 1040/-, 1041/-, 1042/-, 1043/-, 1044/-, 1045/-, 1046/-, 1047/-, 1048/-, 1049/-, 1050/-, 1051/-, 1052/-, 1053/-, 1054/-, 1055/-, 1056/-, 1057/-, 1058/-, 1059/-, 1060/-, 1061/-, 1062/-, 1063/-, 1064/-, 1065/-, 1066/-, 1067/-, 1068/-, 1069/-, 1070/-, 1071/-, 1072/-, 1073/-, 1074/-, 1075/-, 1076/-, 1077/-, 1078/-, 1079/-, 1080/-, 1081/-, 1082/-, 1083/-, 1084/-, 1085/-, 1086/-, 1087/-, 1088/-, 1089/-, 1090/-, 1091/-, 1092/-, 1093/-, 1094/-, 1095/-, 1096/-, 1097/-, 1098/-, 1099/-, 1100/-, 1101/-, 1102/-, 1103/-, 1104/-, 1105/-, 1106/-, 1107/-, 1108/-, 1109/-, 1110/-, 1111/-, 1112/-, 1113/-, 1114/-, 1115/-, 1116/-, 1117/-, 1118/-, 1119/-, 1120/-, 1121/-, 1122/-, 1123/-, 1124/-, 1125/-, 1126/-, 1127/-, 1128/-, 1129/-, 1130/-, 1131/-, 1132/-, 1133/-, 1134/-, 1135/-, 1136/-, 1137/-, 1138/-, 1139/-, 1140/-, 1141/-, 1142/-, 1143/-, 1144/-, 1145/-, 1146/-, 1147/-, 1148/-, 1149/-, 1150/-, 1151/-, 1152/-, 1153/-, 1154/-, 1155/-, 1156/-, 1157/-, 1158/-, 1159/-, 1160/-, 1161/-, 1162/-, 1163/-, 1164/-, 1165/-, 1166/-, 1167/-, 1168/-, 1169/-, 1170/-, 1171/-, 1172/-, 1173/-, 1174/-, 1175/-, 1176/-, 1177/-, 1178/-, 1179/-, 1180/-, 1181/-, 1182/-, 1183/-, 1184/-, 1185/-, 1186/-, 1187/-, 1188/-, 1189/-, 1190/-, 1191/-, 1192/-, 1193/-, 1194/-, 1195/-, 1196/-, 1197/-, 1198/-, 1199/-, 1200/-, 1201/-, 1202/-, 1203/-, 1204/-, 1205/-, 1206/-, 1207/-, 1208/-, 1209/-, 1210/-, 1211/-, 1212/-, 1213/-, 1214/-, 1215/-, 1216/-, 1217/-, 1218/-, 1219/-, 1220/-, 1221/-, 1222/-, 1223/-, 1224/-, 1225/-, 1226/-, 1227/-, 1228/-, 1229/-, 1230/-, 1231/-, 1232/-, 1233/-, 1234/-, 1235/-, 1236/-, 1237/-, 1238/-, 1239/-, 1240/-, 1241/-, 1242/-, 1243/-, 1244/-, 1245/-, 1246/-, 1247/-, 1248/-, 1249/-, 1250/-, 1251/-, 1252/-, 1253/-, 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FIRST-CLASS BOARD & RESIDENCE

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A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
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Furnished Bedrooms, every home comfort. Fine
View of the Harbour. Terms moderate.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road
(late of "Tang Yuen").
Hongkong, 27th June, 1905. [43]

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ONE LARGE FRONT BEDROOM with
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Apply at—
No. 2, KNUTSFORD TERRACE,
Kowloon.
Hongkong, 23rd March, 1906. [704]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
22, CAINE ROAD.
Hongkong, 20th September 1905. [673]

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BUSINESS DIRECTORY.

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Market). Telephone No. 515.

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Shipbuilders, Sailmakers, Provisioners,
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57 & 59, Connaught Road, New
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AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.03 m.m.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
EISENSEN & CO.
Hongkong, 3rd October, 1905. [45]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
BELIANE-CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.
[851]

A. LING & CO.,
FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [902]

RUINART PERE & FILS, REIMS.

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal).
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1905. [122]



MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNOUCHI, TOKIO.

Cable Address: "IWASAKI,"
which applies to all Branch Offices.
All Letters Addressed:
MANAGER, MITSU BISHI CO.,
with name of place under.
BRANCH OFFICES:
NAGASAKI, MOJI, KOBE, KARATSU,
SHANGHAI, HONGKONG AND
HANKOW.

AGENTS:
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACDONALD & Co.
SOLE PROPRIETORS of Takashima,
Ochi, Shinmei, Namazutsu and Kami-Yamada
Collieries, and also Hojo Colliery, which will
shortly be ready to produce on a large scale the
best Buzon Coal.
The Head and Branch Offices and the Agents
of the Company will receive any order for
Coal produced from the above Collieries.
T. MATSUKI, Manager, Hongkong,
[663] No. 2, Pedder Street.

THEATRE ROYAL
CITY HALL.LAST 2 NIGHTS, THE GREAT THURSTON.
REDUCED PRICES, TUESDAY AND WEDNESDAY MATINEE, WEDNESDAY.
WINFIELD BLAKE AND MISS MAUD AMBER.

DRESS CIRCLE \$2.00; STALLS \$1.50; BACK STALLS \$1.00; PIT 50 CENTS.

Booking for Reserved Seats, Dress Circle and Stalls at J. HINSON'S PIANO CO., also at CANTON PRINTING CO., 94, Queen's Road.
Hongkong, 15th May, 1906. [1070]

NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON"

having arrived. Consignees of Cargo are hereby
informed that their Goods, with the exception of
Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf & Godown Company,
Limited, Kowloon, whence delivery may be
obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.
To-day.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after Tuesday, the 15th May will
be subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Tuesday, the 15th May, at
9.30 A.M.

All Claims must reach us before the 21st
May, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 9th May, 1906. [5]

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TYDEUS"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 15th inst.

Optional cargo will be landed unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 15th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 15th inst. will
be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before the
21st inst., or they will not be recognised.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th May, 1906. [9-10]

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"HYSON AND GLAUCUS"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 15th inst.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 10.30 A.M., on the 17th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 17th inst.
will be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before the
20th inst., or they will not be recognised.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th May, 1906. [9-10]

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA"

Captain Schmidt, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before To-day.
Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, and
stored at Consignees' risk and expense.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th May will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th May, at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 11th May, 1906. [1093]

POLICE COURT.

Monday, May 15th.

BEFORE MR. F. A. HAZELAND (First
Police Magistrate).

VIOLENT SEAMEN.

Two seamen from the United States ship
Barry named Lawless and Blackburn were each
sentenced to one month's hard labour and ordered
to pay \$10 compensation. They first assaulted
the private watchman at Watson's Dispensary
at Kowloon, and when the police came to
his assistance the seamen attacked the four con-
stables, using a baton which they had snatched
from one of the Indians, and cutting P. C.
Langham's head open with a bottle. That
officer, who had to go to the hospital, also lost his
watch and chain in the scuffle.

LOOKING FOR HER HUSBAND.

A Chinese woman preferred a charge of
assault against two prostitutes. It appeared she
had gone into a brothel to look for her husband
and finding him there tried to lead him out.
The two defendants interfered and assaulted
her. They were each fined \$3 or seven days.

DUNK AND INCAPABLE.

Daniel Sutherland, an unemployed seaman,
was fined \$3 with the alternative of seven days
imprisonment for being drunk and incapable on
Saturday night.

THEFT.

Mrs. Milton, of 55, Elgin Road, Kowloon,
charged an assistant cook with stealing
\$5. He admitted the theft, and was ordered
to receive twelve strokes with the birch and be
detained forty-eight hours.

ALLEGED THEFT.

Alfred S. Tuxford appeared on behalf of
Messrs. Lazarus in support of a summons
against E. C. Elliot, of 14, Queen's
Road Central, charging him with the theft,
during April, of a pair of eye-glasses and a
leather case.

Sergeant Barker stated that the principal wit-
ness was not present.
His Worship said the case would have to be
adjourned.

Mr. Otto Kong Sing, who appeared for defend-
ant, said his client had been in jail for a week.
His Worship—Could he find bail?
Mr. Otto Kong Sing—No, I don't think he can
put up any more. It is only five dollars, the
value of the pin-case.

Complainant—I don't wish to press the
charge. I merely bring it as representing the
firm.

His Worship—We will take it at 2.15 to-
morrow.

Mr. Sing—Under the circumstances my
client will plead guilty.

His Worship—Do you admit stealing this
article?

Mr. Sing—It is not exactly stealing.
His Worship—I can't have that. Did you
steal this?

Defendant—No, sir.
His Worship—Adjourned till to-morrow.

GOVERNMENT LUNATIC ASYLUMS.

The report of the medical officer in charge of
the Government Lunatic Asylums is as follows:
The admissions during the year numbered
189—118 being males and 71 females. This
number is very slightly below that of the
previous year—186, and practically the number
has been constant for the past three years.

The following are the admissions for the past
7 years:—

1890	189
1900	186
1901	180
1902	180
1903	186
1904	186
1905	189

The total number of cases under treatment
during the year amounted to 177, of whom
148 were discharged on recovery or repatriated,
and 29 died, leaving a total of 22 cases under
treatment on the last day of the year.

Owing to the system of repatriation in force
it is extremely difficult to calculate the recovery-
rate in figures, as we unfortunately are unable
to keep the native patients under observation
for any length of time. It is, however, as
well as one can make out, somewhat low.

NATURE OF DISEASES.

These were of the usual nature. The more
acute diseases, namely, those which usually give
greater hopes of recovery, such as acute mania
and acute melancholia are few in number. The
cases of acute mania, with the exception of one
singularly enough, occurred among the Chinese,
whose mentality is equilibrated on a very stable
and solid basis. This variety of mental disease
is generally caused by, or at any rate, accom-
panied by the rush and turmoil of existence when
the senses have to be keen and the emotions are
highly strung and the intellectuality is star-
ved. Evidence of this is seen in the admission
period. For any length of time. It is, however, as
well as one can make out, somewhat low.

With the well-known mental
characteristics of the average Chinese, however,
especially their strong will-power and self-
control, we do not expect these acute mental
diseases. Rather, they drift, when the mind
becomes affected and unbalanced, into chronic
conditions of alienation, such as chronic mania
and melancholia and dementia—such states as
seem scarcely ever to radiate themselves or
even to approach the normal.

Fourteen cases were admitted suffering
from delusional insanity, a condition, that is
to say, where the patient retains strong active
and fixed delusions but is free from mani-
festations of mania or melancholia. Sometimes,
as in one case here, this may pass into a condition of
acute delirious mania, but on the other hand, and
perhaps more usually, it terminates in a condition
of dementia.

Cases of alcoholic insanity bulk largely among
the admissions; these I will refer to in the next
paragraph.

On reference to table quoted it will be seen
that 35 males and 1 female were admitted suffer-
ing from alcoholism, that is, from the direct
result of the abuse of alcohol—a percentage of
23 among the males on the number of
mental cases admitted. Apart from these
cases I was able to trace clearly, in many
of the cases of chronic mania, melancholia
and delusional insanity among the women as

well as among the men, the effect of alcohol as
a causative factor. Altogether the misuse and
abuse of alcohol may be considered the principal,
and perhaps the leading, factor in the production
of mental derangements, especially among the
outlanders in this Colony. The type of disease
produced varies from cases of delirium tremens
too severe to be fit for treatment in the wards
of a general hospital to typical cases of alcoholic
insanity. It will be noticed that England,
Scotland and China contribute each a fifth of
the cases, and Ireland and India about a tenth.
The reason for this excessive indulgence in
alcohol, which so often leads to such disastrous
results in persons of unstable mental equilibrium
is perhaps not very difficult to seek for; it is an
unpleasant fact that the abuse of alcohol is
common in this Colony except by among the
wage-earning classes and a certain section of
so-called folk. I may mention incidentally
that I have seen more cases of alcoholic
insanity and more cases of excessive alcoholic
indulgence during my short period of service
in this Colony than I have seen in a longer
period of service in another Colony. The
reason therefor, generally assigned is that the
climate here is enervating and that in conse-
quence the system requires bracing up. This
idea combined with the well-known emaciated
condition of many of our men earning a precarious
livelihood, often out of work, always faint and
lacking of home ties, must lead to excessive
alcoholic indulgence and this in its turn surely
leads to mental derangement. It cannot be too
strongly insisted upon that if the climate is
the means adopted to counteract its effects
are worse and but augment its injurious effects.
If any. Total abstinence and moderate drink-
ing, that is, those that drink with discretion, come
off best.

DEATHS.

These amounted to 7, of whom 6 were male
and one female, giving a percentage on cases
treated among the males just under 4 per cent.
and among the women just over 2 per cent.

OCCUPATION OF PATIENTS.

The occupation of those under treatment
during the year is stated in Table III, as far as
ascertainable.

It is a great pity that the patients, both
European and Chinese, display a strong dis-
inclination to work or to keep themselves occupied
in some way that would distract their thoughts
and take them out of themselves. Work and
occupation as a means of treatment are well
recognised in all English Asylums and have
been found effective in ameliorating the mental
condition of such as are able to undertake the
one or the other. Our resources in this respect
are limited, but our European patients are
particularly intractable. It is all we can do to
reduce the native patients to undertake a little
gardening from time to time.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Amoria Maru* sailed from
Shanghai on Saturday at 11 p.m., and is due at
this port on Tuesday morning early.

The T.K.K. str. *Wagawa Maru* sailed from
San Francisco on the 13th inst.

The I.G.M. str. *Frederick*, carrying the
German mails with dates from Berlin of the
24th April, left Colombo on Sunday, the 13th
inst., a.m., and may be expected here on or about
Wednesday, the 23rd inst.

The I.G.M. str. *Sachsen*, which left here on
the 9th inst., arrived at Singapore on Sunday,
the 13th inst., at 11 p.m.

The C.R.E. str. *Empress of China* arrived at
Yokohama at 5.30 p.m. on Sunday, the 13th
inst., and left again at 3 p.m. on Monday for
Kobe, where she is due to arrive at 3 p.m. on
Tuesday, the 15th inst.

The C.R.E. str. *Empress of Japan* arrived at
Nagasaki at 9 a.m. on Monday, the 14th inst.,
and left again at 4 p.m. same day for Kobe,
where she is due to arrive at 9 p.m. on Tuesday,
the 15th inst.

The C.R.E. str. *Montevideo* left Yokohama on
Saturday, p.m., the 12th inst., for Victoria and
Vancouver.

The Boston steamship Co.'s str. *Tenouet*
arrived at Manila on the 12th inst. She is ex-
pected to leave that port on the 16th inst. and
to arrive here on the 19th inst.

The N.Y.K. str. *Hakata Maru* (Bomby Line)
left Kobe via Moji for this port on the 13th inst.,
and is expected to arrive here on the 21st inst.

The C.P.M. str. *Minerva*, from Seattle, arrived
at Yokohama on the 15th inst., at 8 a.m.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—
On the 14th at 12.5 p.m.—The barometer
has fallen over E. Japan, owing to the depression
which is passing to the Pacific to the North of
Japan.
Pressure is falling to give away again over
China.

Gradients are gentle, and light E. and S.E.
winds are indicated in the Formosa Channel
and the N. part of the China Sea.
Forecast:—Light S.E. winds; fair.

How to be BEAUTIFUL—Keep your com-
plexion, Mrs. Ellen's Ozone Charmant, Lait
Charmant and Special Skin Tonic and Poudre
Charmant will enable you to do it. Her
Specialties for the Skin are the study of a
lifetime. A. S. Watson & Co., Ltd. Sole Agents.
731

APENTA
NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.
For continuous use by the Gouty,
the Constipated, and the Obese.

GOLD MEDAL,
St. Louis, 1904.

DOSE:—A Wineglassful in the morning
before breakfast.
827-2

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

BEER

PILSENER. CROWN LABEL.

\$13.00

PER CASE OF 4 DOZEN QUARTS.

\$19.50

PER CASE OF 8 DOZEN PINTS (LARGE SIZE).

(38-3)

PACIFIC MAIL STEAMSHIP CO.
OCCIDENTAL & ORIENTAL
STEAMSHIP CO.
TOYO KISEN KAISHA.

SAN FRANCISCO EARTHQUAKE.

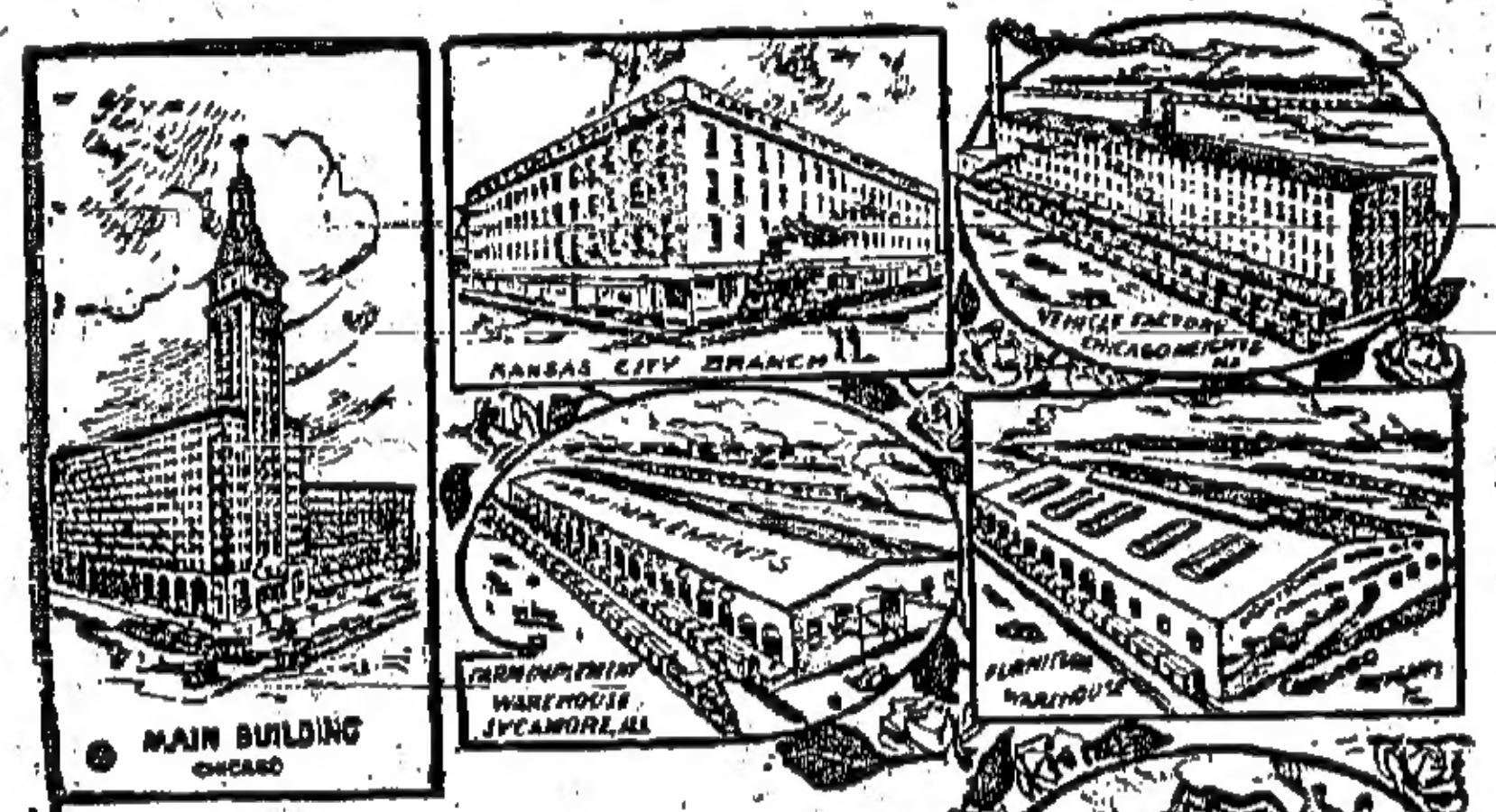
PASSENGERS desiring to pass through SAN FRANCISCO are hereby informed that
our Railroad connections and terminals have suffered NO INJURY whatever, from
Earthquake or Fire.

We are prepared to handle all traffic with the same facility and despatch as in the past.
Passengers will be furnished accommodation on our Steamers until the departure of Trains.
Every care and attention will be bestowed on the travelling public by the officials of these
Companies, affording an opportunity to witness the City of San Francisco in its present state.

S. SILVERSTONE,

AGENT. [1061]

Hongkong, 9th May, 1906.

Special Low Freight
Rates to the Orient

And our system of selling General
Merchandise of every kind Direct
to the Consumer enable you to ob-
tain latest

American Goods
at Chicago Prices

You can buy of us everything to eat, wear
and use at the same prices paid by our
three million customers in America.
We ship by Fast Freight and the Pacific
Steamers, and have a fixed low freight rate,
not enjoyed by any other firm. On all classes
of goods, irrespective of measure-
ment, our special freight rate, covering both
the rail and ocean haul, is only \$1.75 per 100 lbs. from Chicago to Yokohama, Kobe, Nagasaki, Shanghai, Hongkong and Manila, and through
Bills of Lading prepaid on this basis can be secured in Chicago to any open
port.

You run no risk. Our Export Division understands all require-
ments and we guarantee safe delivery. We pack goods properly
and are prepared to take care of all details. We have had over 10 years
experience in export shipping.

We have thousands of customers in the East; are well known to the
banks and refer by permission to the Hongkong & Shanghai Banking Cor-
poration and The Chartered Bank of India, Australia & China.

Our new 1200 page Catalogue No. 74, Season 1905-6, just from the
press contains clear illustrations, truthful descriptions and lowest prices of
126,000 articles in every day use. The book costs us almost \$1.00 gold
to print and mail, but we will gladly send a copy to any householder or
prospective buyer, if you will show you wish us to do so by just writing and
asking for a copy.

Montgomery Ward & Co.'s Catalogues Are Here.

We have sent a limited supply of these large Catalogues to the
office of this paper, where all who need it at once can have one on
payment of 50 cents to pay local postage and expenses.

Secure your copy at once to prevent delay.
Write a letter to our Export Manager, at Chicago, and ask him any
questions you like. He will be glad to furnish any information.

Do not miss this opportunity to Get Our New 1200 Page Cata-
logue No. 74, FREE.

MONTGOMERY WARD & CO.

CHICAGO, U. S. A.

RATES OF EXCHANGE
AT HONGKONG.

DEMAND DRAUGHTS ON BOMBAY.
On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver

SHIPPING.

ARRIVALS.
APENRADE, German str., 611, Gantard, 14th May—Hohow 13th May, General—Jobson & Co.
CATHERINE, APCAR, British str., 1730, A. Stewart, 14th May—Calcutta and Singapore 8th May, General—D. Sassoon & Co.
HAILAN, French str., 377, L. Anderson, 14th May—Pukhoi via Hohow 14th May, General—A. B. Marly.
HOLSTEIN, German str., 285, A. Niejahr, 13th May—Haiphong and Hohow 12th May, General—Jobson & Co.
HONGKONG, French str., 50, A. Suzzoni, 14th May—Haiphong and Hohow 13th May, General—A. B. Marly.
ISTRIA, German str., 3500, Girdenbrun, 13th May—Hankow 13th May, General—Hamburg-Amerika Linie.
JESSEY, U.S. Supply vessel, 2200, Carter, 13th May—Manila 14th May, Coal—General—Nippon Yusen Kaisha.
NIKKO MARU, Japanese str., 343, E. W. Haswell, 14th May—Manila 12th May, General—Nippon Yusen Kaisha.
POLYNESIAN, French str., 6568, Broc, 13th May—Yokohama 5th May, Mails and General—Messageries Maritimes.
RAJAH, German str., 1450, C. Wolf, 13th May—Bangkok 6th May, General—Chinese.
SALAZAR, French str., 314, Alland, 14th May—Marseilles 15th April and Saigon 11th May, Mails and General—Messageries Maritimes.
SILVIA, German str., 4212, F. Tager, 14th May—Shanghai 11th May, General—Hamburg-Amerika Linie.
TAISHAN, British str., 1108, Laing, 14th May—Kobe 14th May, Rice and General—Bradley & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE
 May 14th.
Andalusia, German str., for Shanghai
Derwent, British str., for Saigon
Istria, German str., for Saigon
Polynesian, French str., for Saigon
Silvia, German str., for Shanghai
Silvia, German str., for Singapore
DEPARTURES.
 May 14th.
HOLSTEIN, German str., for Canton
WINGSANG, British str., for Canton
WAKASA MARU, Jap. str., for Bombay
 May 14th.
CASTOR, Norwegian str., for Tientsin
ETIARY, German str., for Hongkong
MERFOD, Chinese str., for Canton
SANDAKAN, German str., for Bangkok.

VESSELS IN DOCK.

ABERDEEN DOCKS.
KOWLOON DOCKS.—U.S.S. Barry, U.S.S. Bainbridge, Bred, Longwood, Alta, Sanghian, Anril de Beaumont, Haiphong, Renoume, Hue, Senai.
GENERAL DOCK.—

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAITAN,"
 Captain J. S. Roach, will be despatched for the above Ports TO-DAY, the 15th inst., at 10 A.M. For Freight or Passage apply to **DOUGLAS LARCAIK & CO.,** General Managers.
 Hongkong, 11th May, 1906. [1061]

THE EAST ASIATIC CO. LTD.

COPENHAGEN.
NOTICE.
STEAM FOR YOKOHAMA AND KOBE.
THE Company's Steamship
"CAMBODIA,"
 Captain Pahlberg, will be ready to load for the above Ports TO-DAY, the 15th inst. For Freight apply to **MELCHERS & CO.,** Agents.
 Hongkong, 11th May, 1906. [1060]

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR
 (taking cargo to all ports in Netherlands India on through Bill of Lading).
THE Steamship
"TJILIWONG,"
 Captain Jarriss, will be despatched for the above Ports on or about the 24th inst. For information as to Freight and Passage, apply to the
 Head Agent of the **JAVA-CHINA-JAPAN LINE,** (York Buildings, 1st Floor).
 Hongkong, 11th May, 1906. [1062]

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.
 1906.
"SATSUNA," ... 22nd May.
"NIKKI," ... 5th June.
 For Freight and further information, apply to **DODWELL & CO. LTD.,** Agents.
 Hongkong, 23rd April, 1906. 787

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EASTERN,"
 Captain Powell, will be despatched for the above Ports on SATURDAY, the 2nd June, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to **GIBB, LIVINGSTON & CO.,** Agents.
 Hongkong, 30th April, 1906. [1987]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	J. D. Andrews, R.N.E.	SHEWAN, TOMES & CO.	On 20th inst.
LONDON, &c., via USUAL PORTS OF CALL	DELHI	Brit. str.	—	C. F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 19th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	CYLON	Brit. str.	—	—	P. & O. S. N. Co.	About 23rd inst.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th July.
LONDON, AMSTERDAM & ANTWERP	PINGSUY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st July.
AMSTERDAM, LONDON & ANTWERP	MOYNE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 22nd inst.
AMSTERDAM, LONDON & ANTWERP	DEUCALION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th June.
AMSTERDAM, LONDON & ANTWERP	ARAJ	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th June.
MARSEILLES, &c., via PORTS OF CALL	POLYNESIAN	French str.	—	Broc	MESSAGERIES MARITIMES	On 3rd July.
MARSEILLES & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Girdenbrun	HAMBURG-AMERICA LINE	To-day, at 1 P.M.
MARSEILLES, HAVRE & HAMBURG	C. FRED. LARSEN	Ger. str.	k.w.	Mayordiano	HAMBURG-AMERICA LINE	To-day.
BREMEN, via PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	P. Groesch	MELCHERS & CO.	On 1st June.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 23rd inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERICA LINE	On 3rd June.
HAVRE & HAMBURG VIA STRAITS, &c.	ADRIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERICA LINE	On 14th June.
GENOA, MARSEILLES & LIVERPOOL	REMYRIA	Ger. str.	1 m.	Forck	HAMBURG-AMERICA LINE	On 23rd June.
GENOA, MARSEILLES & LIVERPOOL	ALCANTARA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th July.
GENOA, MARSEILLES & LIVERPOOL	HYSON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th June.
GENOA, MARSEILLES & LIVERPOOL	PAULUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
NEW YORK VIA PORTS & SUEZ CANAL	RAMSAY	Am. str.	—	—	SHEWAN, TOMES & CO.	On 22nd inst.
NEW YORK VIA PORTS & SUEZ CANAL	SATSUNA	Brit. str.	1 m.	—	DODWELL & CO. LD.	About 22nd inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 23rd inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 30th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TREHONT	Am. str.	—	T. W. Garlick	DODWELL & CO. LIMITED.	On 23rd inst.
SEATTLE VIA SHANGHAI & JAPAN	SCRANTON	Am. str.	1 m.	—	NIPPON YUSEN KAISHA	On 10th June.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARABIA	Am. str.	—	J. H. Rinder	PORTLAND & ASIATIC S.S. CO.	On 12th June.
AUSTRALIAN PORTS VIA MANILA	WILLEHAD	Ger. str.	—	Meisenbach	MELCHERS & CO.	On 29th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	THINAN	Brit. str.	1 m.	Obenauer	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	Powell	GIBB, LIVINGSTON & CO.	On 2nd June, at Noon.
VLADIVOSTOK	ORANGE BRANCH	Brit. str.	—	—	DODWELL & CO. LD.	About 2nd June.
YOKOHAMA & KOBE	CAMBODIA	Brit. str.	—	Dahlenberg	MELCHERS & CO.	Quick despatch.
YOKOHAMA VIA SHANGHAI, MOI & KOBE	PESHAWUR	Brit. str.	—	E. Spicer, R.N.E.	P. & O. S. N. Co.	About 16th inst.
JAPAN VIA SHANGHAI	TIENHAI	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENHAI	CHUNSHING	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 22nd inst., at 4 P.M.
YUICHOW	HUICHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
AKASHI MARU	AKASHI MARU	Jap. str.	—	K. Obata	OSAKA SHOSSEN KAISHA	On 23rd inst., A.M.
OCEANA	OCEANA	Brit. str.	—	W. Hayward, R.N.E.	P. & O. S. N. Co.	About 17th inst.
PRESBURG	PRESBURG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst.
KIUKIANG	KIUKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
DAIJI MARU	DAIJI MARU	Jap. str.	—	Sato	OSAKA SHOSSEN KAISHA	On 30th inst., at 10 A.M.
MAISETU MARU	MAISETU MARU	Jap. str.	—	Merlin	OSAKA SHOSSEN KAISHA	On 27th inst., at 10 A.M.
HAIYAN	HAIYAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LARCAIK & CO.	To-morrow, A.M.
TAMING	TAMING	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
LOONGSANG	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 18th inst., at 4 P.M.
ZAFIRO	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 19th inst., at Noon.
RUBI	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & CO.	On 26th inst., at Noon.
SUNGKIANG	SUNGKIANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
MAISANG	MAISANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 20th inst., Daylight.
LAISANG	LAISANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
CHUNSHING	CHUNSHING	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 19th inst., at 4 P.M.
CATHERINE APCAR	CATHERINE APCAR	Brit. str.	—	A. Stewart	DAY & SASSOON & CO., LD.	On 22nd inst., at Noon.
TIEN WONG	TIEN WONG	Dut. str.	—	Jarriss	JAVA-CHINA-JAPAN LINE	About 24th inst.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 19th May, Noon.
RUBI	2540	R. Almond	Manila	On 24th May, Noon.

For Freight or Passage apply to **SHEWAN, TOMES & CO.,** GENERAL MANAGERS.
 Hongkong, 14th May, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
S.S. "RAMSAY," ... On 22nd May, 1906.
S.S. "ANGLO SAXON," ... About Beginning of July.
 For freight and further information apply to **SHEWAN TOMES & CO.,** GENERAL AGENTS.
 Hongkong, 5th April, 1906. [19]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
YOKOHAMA VIA SHANGHAI	PESHAWUR	About 16th May	Freight only.
MOI and KOBE	E. Spicer, R.N.E.	May	
SHANGHAI	OCEANA	About 17th May	Freight and Passage.
	W. Hayward, R.N.E.	May	
LONDON &c., via USUAL PORTS OF CALL	DELHI	Noon, 19th May	See Special Advertisement.
	J. D. Andrews, R.N.E.	May	
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	CEYLON	About 23rd May	Freight and Passage.
	C. F. Lockstone, R.N.E.	May	

For further Particulars, apply to **E. A. HEWETT,** Superintendent.
 Hongkong, 9th May, 1906.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
FOR
SINGAPORE, PENANG & CALCUTTA "LAISANG" ... Wed. day, 16th May, 3 P.M.
"MANILA" ... Friday, 18th May, 4 P.M.
SINGAPORE and SOERABAYA "CHUNSHANG" ... Saturday, 19th May, 3 P.M.
"MAUSANG" ... Sunday, 20th May, daylight.
KUDAT and SANDAKAN "CHIPSHING" ... Tuesday, 22nd May, 4 P.M.
TIENHAI ... Tuesday, 22nd May, 4 P.M.
 These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtsuei.
 Taking Cargo on Through Bills of Lading to Lahad Datt, Simperna, Tawoa, Usukan, Jesselton and Labuan.
 For Freight or Passage, apply to **JARDINE, MATHESON & CO.,** GENERAL MANAGERS.
 Hongkong, 15th May, 1906. [18]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific to the "EMPEROR LINE." Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425 Tons	WEDNESDAY, 23rd May	16th June.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 30th May	20th June.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 20th June	11th July.
"ATHENIAN"	3,882	WEDNESDAY, 27th June	21st July.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 11th July	1st Aug.
"MONTEAGLE"	5,500	WEDNESDAY, 18th July	11th Aug.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, ... via St. Lawrence 260; via New York 282.
 Intermediate on Steamers ... 240, ... 242.
 and 1st Class Rail ... 240, ... 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments. For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to **D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier.**

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:
"MINNESOTA," Captain J. H. RINDER, On TUESDAY, 12th JUNE, 1906.
"DAKOTA," Captain E. FRANK, On SATURDAY, 21st JULY, 1906.
 Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.
 For Freight or Passage, apply to **NIPPON YUSEN KAISHA, AGENTS.**
 Hongkong, 20th December, 1905. [20]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP
"ARABIA" 4,488 Tons Metzenbach May 22nd, 1906.
"ARAGONIA" 5,128 Tons Ernst June 11th, 1906.
"NICOMEDIA" 4,370 Tons Wagenaar June 21st, 1906.
"NUMANTIA" 4,370 Tons Feldmann July 14th, 1906.
 Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For freight rates of Freight and further information, communicate with or apply to **S. SILVERSTONE, ACTING GENERAL AGENT.**
 Hongkong, 29th March, 1906. [118]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"POLYNESIAN,"
 Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 15th May, at 1 P.M.
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
S.S. "CALEDONIAN," ... 29th May.
S.S. "SALAZAR," ... 12th June.
S.S. "OCEANIAN," ... 20th June.
S.S. "TOULANE," ... 24th July.
S.S. "TONKIN," ... 10th July.
 G. DE CHAMPEAUX, Agent.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLY MOUTH AND LONDON.
Passage Bills of Lading issued for BATAVIA, PENANG, SINGAPORE, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"
 Captain J. D. Andrews, R.N.E. carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 19th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's at India, 7,911 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the E.M.S. Perla, due in London on 1st July.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to **E. A. HEWETT, Superintendent.**
 Hongkong, 9th May, 1906. [1]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. Austin, R.N.E.

THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays at 8.00 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permit.
Fares—(week days) 1st Class (including cabin and servants), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st & 2nd Class, Single Ticket \$2, Return \$3. 1st Class, Single with Cabin \$3, Return \$5. 3rd Class, Single 50 cents, Return 80 cents. Stevedore 10 cents.
 Meals can be supplied on board, at \$1 per meal.
 First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
 The Steamer is lit throughout by Electric Light. The Steamer's Wharf at Hongkong is at Western end of Wing Lok Street.
MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October 1904. [2]

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